

DERWENT-ACC-NO: 2000-039148  
DERWENT-WEEK: 200168  
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TITLE: Lower cost, heat and noise absorbing shroud,  
manufacturing method and  
use of shroud in an engine vehicle compartment

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PRIORITY-DATA: 1998DE-1021532 (May 14, 1998)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE
KR 2001043575	May 25, 2001	N/A
000	F02B 077/11	
A	November 18, 1999	G
022	F02B 077/11	
WO 9958833 A1	November 25, 1999	N/A
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DE 19821532 A1	January 9, 2001	N/A
000	F02B 077/11	
BR 9910411 A	June 6, 2001	G
000	F02B 077/11	
EP 1104497 A1	June 13, 2001	N/A
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CZ 200004160		
A3		

DESIGNATED-STATES: BR CZ JP KR MX PL US AT BE CH CY DE DK  
ES FI FR GB GR IE IT L  
U MC NL PT SE BE DE ES FR GB IT NL PT SE

APPLICATION-DATA:

PUB-NO	APPL-DESCRIPTOR	APPL-NO
KR2001043575A	N/A	2000KR-0712711
November 13, 2000		
WO 9958833A1	N/A	1999WO-EP03351
May 14, 1999		

DE 19821532A1	N/A	1998DE-1021532
May 14, 1998		
BR 9910411A	N/A	1999BR-0010411
May 14, 1999		
BR 9910411A	N/A	1999WO-EP03351
May 14, 1999		
BR 9910411A	Based on	WO 9958833
N/A		
EP 1104497A1	N/A	1999EP-0950360
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EP 1104497A1	N/A	1999WO-EP03351
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EP 1104497A1	Based on	WO 9958833
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INT-CL (IPC): B60R013/08; C08L061/28 ; D06N007/00 ;  
D21J001/20 ;  
F02B077/11 ; F16L059/00 ; G10K011/00

ABSTRACTED-PUB-NO: WO 9958833A

BASIC-ABSTRACT: NOVELTY - The shroud comprises an engine side facing layer, a sound insulating, high temperature resistant thermosetting foam layer not more than 5 mm thick, a second sound insulating layer of either plastic foam, particulate composite foam or needled or non-needed fiber fleece of natural or synthetic fibers and a further facing layer.

DETAILED DESCRIPTION - INDEPENDENT CLAIMS are made for:-

- (1) a shroud manufacturing process in which the layers are pressed together at elevated temperature; and
- (2) use of the shroud at the front of an engine compartment or near the transmission housing of vehicles.

Preferred Features: The thermosetting foam layer has permanent temperature resistance up to 180 deg. C and three weeks at 200 deg. C. The second layer of acoustic insulation is not more than 20 mm, preferably not more than 10 mm, thick. When made of plastic foam the second acoustic insulation layer has a density of 6-30kg/m<sup>3</sup> and when made of particulate foam a density of 30-250kg/m<sup>3</sup>. Both acoustic layers are profiled on their contacting faces. All layers are bonded together.

USE - For absorbing noise and heat in a vehicle engine compartment, especially near the front wall and around the transmission housing(Claimed).

ADVANTAGE - The insulation has a much lower cost.

CHOSEN-DRAWING: Dwg.0/0

TITLE-TERMS:

LOWER COST HEAT NOISE ABSORB SHROUD MANUFACTURE METHOD  
SHROUD ENGINE VEHICLE  
COMPARTMENT

DERWENT-CLASS: A88 P86 Q17 Q52 Q67

CPI-CODES: A12-S04B; A12-S05G; A12-T04B;

ENHANCED-POLYMER-INDEXING:

Polymer Index [1.1]

018 ; R00859 G1809 G1649 D01 D23 D22 D31 D45 D50 D76

D83 F19 F10

F07 ; H0011\*R ; H0328 ; P0259\*R P0226 D01 ; S9999

S1309\*R

Polymer Index [1.2]

018 ; ND01 ; Q9999 Q6622 Q6611 ; Q9999 Q9234 Q9212 ;

Q9999 Q9289

Q9212 ; K9676\*R ; K9574 K9483

Polymer Index [1.3]

018 ; B9999 B5243\*R B4740 ; B9999 B3974\*R B3963 B3930

B3838 B3747

; B9999 B4842 B4831 B4740 ; K9518 K9483

Polymer Index [2.1]

018 ; P1047 P0964 P1490 H0260 F34 F61 D01 ; S9999  
S1161\*R S1070  
Polymer Index [2.2]  
018 ; ND01 ; Q9999 Q6622 Q6611 ; Q9999 Q9234 Q9212 ;  
Q9999 Q9289  
Q9212 ; K9676\*R ; K9574 K9483

SECONDARY-ACC-NO:

CPI Secondary Accession Numbers: C2000-010198

Non-CPI Secondary Accession Numbers: N2000-029482